

NEW JERSEY EXONUMIA SOCIETY

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"JERSEYANA"



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Woodrow Wilson defeated Vivian M. Lewis Republican candidate for N.J. Governor by 44,420 votes



PRESIDENT'S MESSAGE

Hi - Hope you all had a great summer! Mine was ok but physical problems like my benign tremor and knee rehab made for no travel except to Philadelphia to see family. Little or no exoniumia activity except for reading. But I was very busy in my office doing research and writing. One project is "Mapping New Jersey," where I am co-editor and yes, by golly, we are going to get some tokens and NJ paper in this book!

One token-related activity was on our trip to visit son and daughter-in-law in Chicago a couple of weeks ago. I have wanted to visit Titusville, Pa. for a long, long time. The first oil well in America was located here and I wanted to see any remembrances of that era in the area. Well, in my opinion, Pennsylvania does not do enough to publicize the site. There is a delightful park run by the Pennsylvania Museum Commission and a really worthwhile museum. Titusville itself is a delightful small town with very friendly residents.

The token angle here is that years ago I had a conversation with Ron Thompson and I left with the understanding that his father had grown up in Titusville. As you may know, Ron has left his position at Rutgers for Emory in Atlanta. I missed his banquet as some messages are not getting through to me. Anyway, I e-mailed Ron and asked if he would like a copy of the walking tour of Titusville and he said sure, because he was sure his father had been there many times. But, his father had grown up in nearby Oil City, the major city in the area. We drove through Oil City which has some very impressive late nineteenth century architecture. Ron told me to be on the lookout for Oil City tokens - that's the exoniumia connection.

Gary has asked for contributions to the journal and I add my voice. (Except, I do like all his contributions)! Well, here goes with some information I have, that may have some interest.

I have a very limited collection of bank-related exoniumia, some of which I bought from Steve Middleton. The ones I have generally are paper weights with an image of the bank or an eagle. They are weighty but attractive. Does anyone know about the Broad Street National Bank of Trenton? Architecturally this is a very attractive building, "Trenton's

PRESIDENT'S MESSAGE

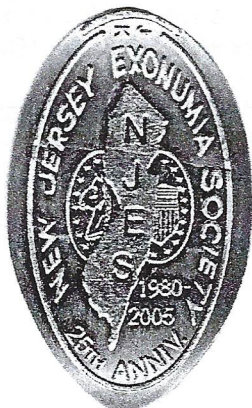
First Sky-Scraper." The organization dates from a charter of 1887 and the present structure was going up in 1899. The bank moved to new headquarters in 1961 and the downtown building was abandoned. There were hopes for the building locally. In 2004 the Trenton Preservation Committee noted 'The Broad Street Bank Building is a testament to Trenton's technological ingenuity, industrial might and civic pride. It is a symbol of one of Trenton's proudest periods, when it was an industrial powerhouse. When the building is restored, it will be a symbol of Trenton's resurgence.'

Well, the building has been restored by Bayville Holdings, LLC. Clifford Zink, a noted writer and researcher in the general field of preservation has written an informative and very well illustrated booklet detailing the history of the building. The reason I know this is that I serve on the State Review Board for Historic Sites. We pass on nominations to the National Register. Yes, I voted yes and made an instant grab for one of the few copies Cliff brought with him.

MORE POSSIBLE NEW JERSEY EXONUMIA INFORMATION: New Brunswick & Environs

Pete Wacker

I wish I knew more about 19th century NJ exonumia than what appears in Rulau. But, admittedly, I don't. I have just received a very attractive glossy brochure, which is one of the products of a very successful conference at Rutgers which I could not attend. Anyway, to be brief, the brochure is entitled "Industrial New Brunswick and Area, 1811 - 2007." Industrial sites (34) are illustrated and located on maps. There are also brief but informative histories of the locations. One that especially interested me was #29, the Bakelite Corporation. Bakelite was a forerunner of plastics and I do have a token (in bakelite). If you want a copy of the brochure send me a SASE at Department of Geography, Rutgers University, 54 Joyce Kilmer Avenue, Piscataway, New Jersey 08854-8045.



Al Zaika has donated 3 of our 25th Anniversary elongated Nickels to the club. If you missed out on these – send a donation to the club (min' \$2ea.) to the Editor (make checks out to NJES) and we will mail you one. Thanks Al.

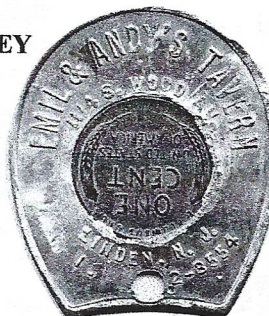
ENCASED UPDATE

We have 3 new unlisted ones to report this issue.

BARCELONA'S, REST. & BAR, PIZZERIA, 38 HARRISON AVE. GARFIELD, N.J.
PA 2-9859, HS, Shape, Holed, 1947¢

EMIL & ANDY'S TAVERN, 1114 S. WOOD AV., LINDEN, N.J. LI 2-3554
HS, Shape, Holed, 1944¢ Cent looks like it could have been replaced.

ATKINS CHEVROLET, 835 - 5050, WAYNE, NEW JERSEY
HS, Shape, Holed, 1967¢



Ridgewood Bicentennial 1776 - 1976 / United States Bicentennial 1776 - 1976.

A beautiful medal made in bronze by the Medallic Art Co. Danbury, CT. These pieces are serial numbered and come in the original box. \$ 11.00 postpaid - optional insurance Please add \$ 1.35 (I'm not responsible for uninsured packages). It measures 1 1/2" round. Send check or money order to Steven Kawalec P.O. Box 4281 Clifton, NJ 07012
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DENNIS HELMER HAS DISCOVERED 2 LAKEHURST TAGS, SIMILAR TO THE ONES MENTIONED IN ISSUES #121, AND #126. THESE ARE NOT HOLED AND CONTAIN THE FOLLOWING WORDING: "SOUVENIR FROM UNITED STATES NAVAL AIR STATION LAKEHURST, NEW JERSEY". THEY ARE APPROXIMATELY 6½" LONG x 2" HIGH. COST \$15 POSTPAID. FIRST AND SECOND CALLER TO 856-858-1125. LEAVE MESSAGE IF WE ARE NOT HOME.



Ornate gold-bordered \$250 bond issued by "New Jersey Rapid Transit Co." in 1904
 This company's operations consisted of a seven mile trolley line on Ludlam's Island

Exonumia from Your Neighborhood

DON'T LET THE FANCY TITLE FOOL YOU

David D. Gladfelter, NLG

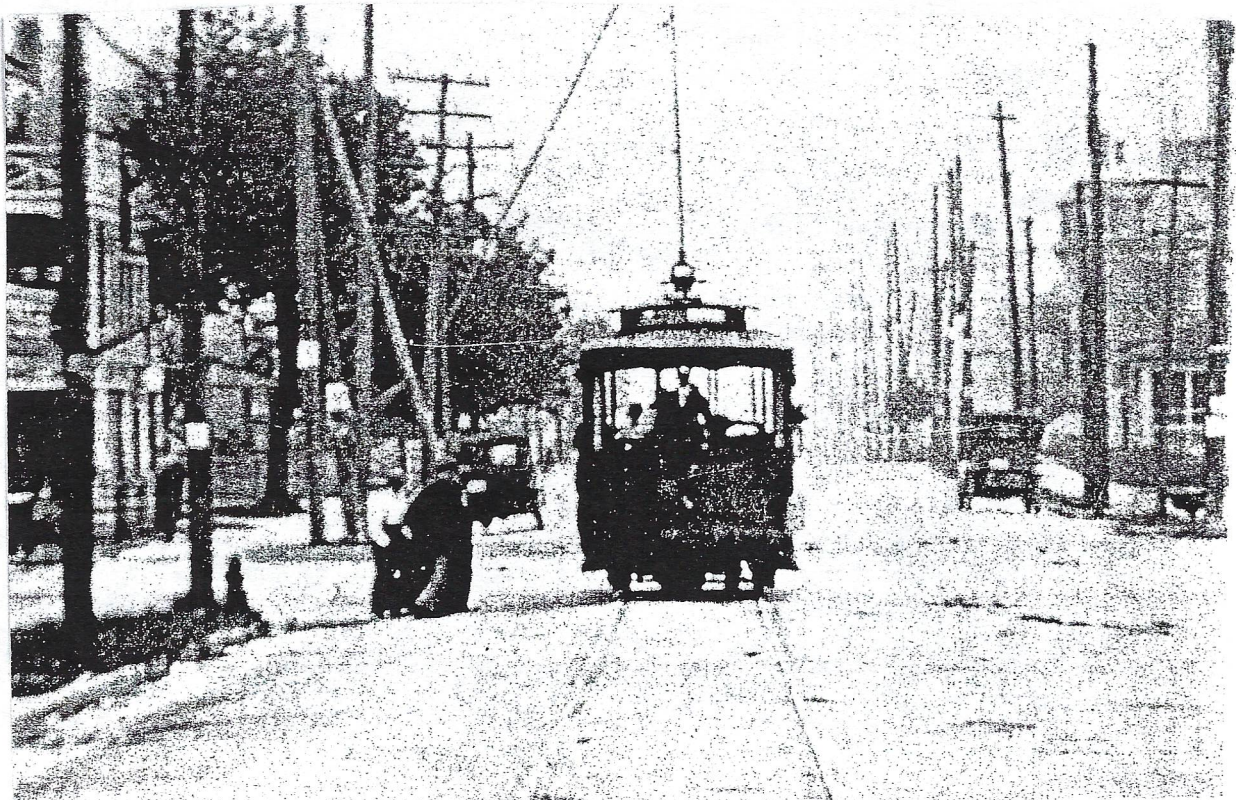
At first glance, the bond head shown above (reduced .78x) would appear to be from a security issued by a major railroad enterprise, possibly a forerunner of today's New Jersey Transit system. It is well engraved, on watermarked bond paper, printed by a reputable security printing house, with a vignette of a then state-of-the-art generic high-speed interurban car above the title. It sets forth the company's promise to pay the holder the principal sum, on the first day of June, 1934, "in gold coin of the United States of America, of the present standard of weight and fineness, and to pay interest thereon at the rate of five per centum per annum, in like coin." The first interest payment was to be made on December 1, 1904. Was this bond, having the appearance of quality, in fact a good safe investment?

Not so. The company with this grandiose name operated a seasonal trolley line that ran from one end of Ludlam's Island in Cape May County to the other, along Landis Avenue from Corson's Inlet in Strathmere to Townsend's Inlet in Sea Isle City, a distance of seven miles. Built in 1904 and initially stocked with six used open cars, the line operated in hand-to-mouth fashion throughout its brief existence and folded for good circa 1918. Its charter was voided in 1922. No doubt the mortgage securing the bonds was foreclosed long before their maturity date.

Little is known today about this short-lived company. It received a corporate charter from the State of New Jersey on February 2, 1904, to construct and operate an electric powered street railway. Its incorporators were Philadelphians, George H. B. Martin (also a director), Joseph F. Cotter and I. C. Clow. It was authorized to issue \$200,000 worth of capital stock and to commence business when it had issued \$26,000 worth. This amount had been raised by June 23, 1904, the date of its first annual report. The entire \$200,000 worth was eventually issued.

The 1904 bond issue consisted of \$200,000 total, 100 of the \$1,000 denomination, 150 of the \$500 denomination and 100 of the \$250 denomination. The mortgage securing the bonds covered all real and personal property of the company. The proceeds were doubtless used to purchase right of way easements, construct the line and its electric power system, purchase equipment and construct a car barn, shop and powerhouse at the southern end in Sea Isle City. The 60 interest coupons originally attached to this specimen have all been trimmed off; they were probably on the right side, as on similar bond forms.

The former Public Utilities Commission (PUC) reported in 1911 that "the cars are in poor condition and should be repaired. The line north of the Continental Hotel should be realigned and surfaced. Flat wheels should be turned down, and the work should be done before the first of June 1912." This suggests that the company's equipment had been bought used. In 1917 the PUC refused to let the trolley line operate unless extensive repairs were made and new cars bought. At





6182

THE TERMINAL, TOWNSEND INLET, SEA ISLE CITY, N. J.

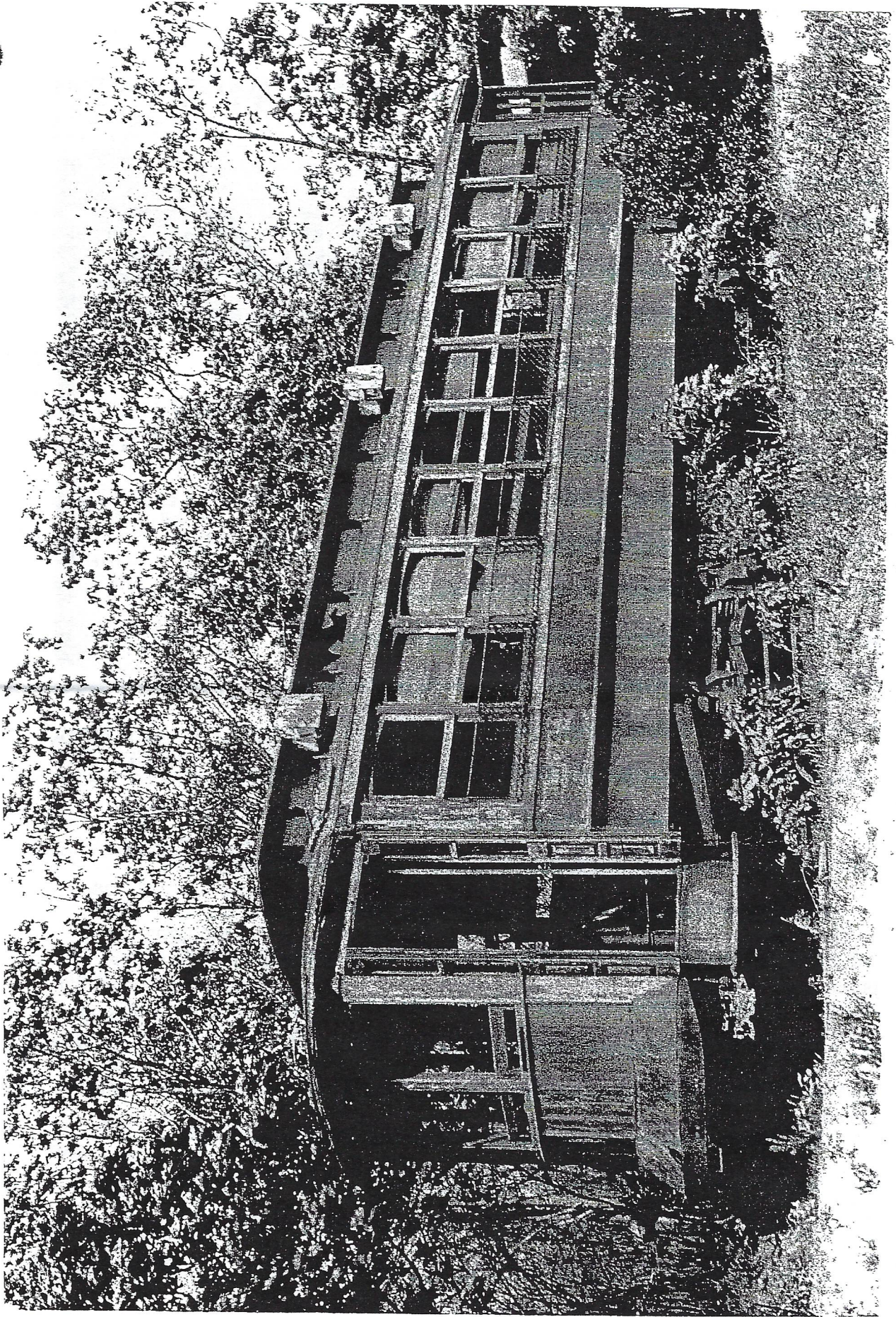
a hearing before the PUC in June, 1917, Vice President Harry S. Mesirov testified that the company could not afford both repairs and new equipment. He offered to put new cars in service if the PUC would scale back the repair work. Sea Isle City Mayor Richard W. Cronecker protested the threatened loss of trolley service and urged the PUC and the company to compromise their differences. The PUC ordered its inspector to ascertain the condition of the line and determine the minimum repairs necessary for safe operations. The report concluded with the hope that the cars would be running in time for the July 4th holiday; whether they did is unknown.

By 1916 the company had moved its office to Sea Isle City and added three local directors, Walter W. Brooks, Mary S. Brooks and Mayor Cronecker.

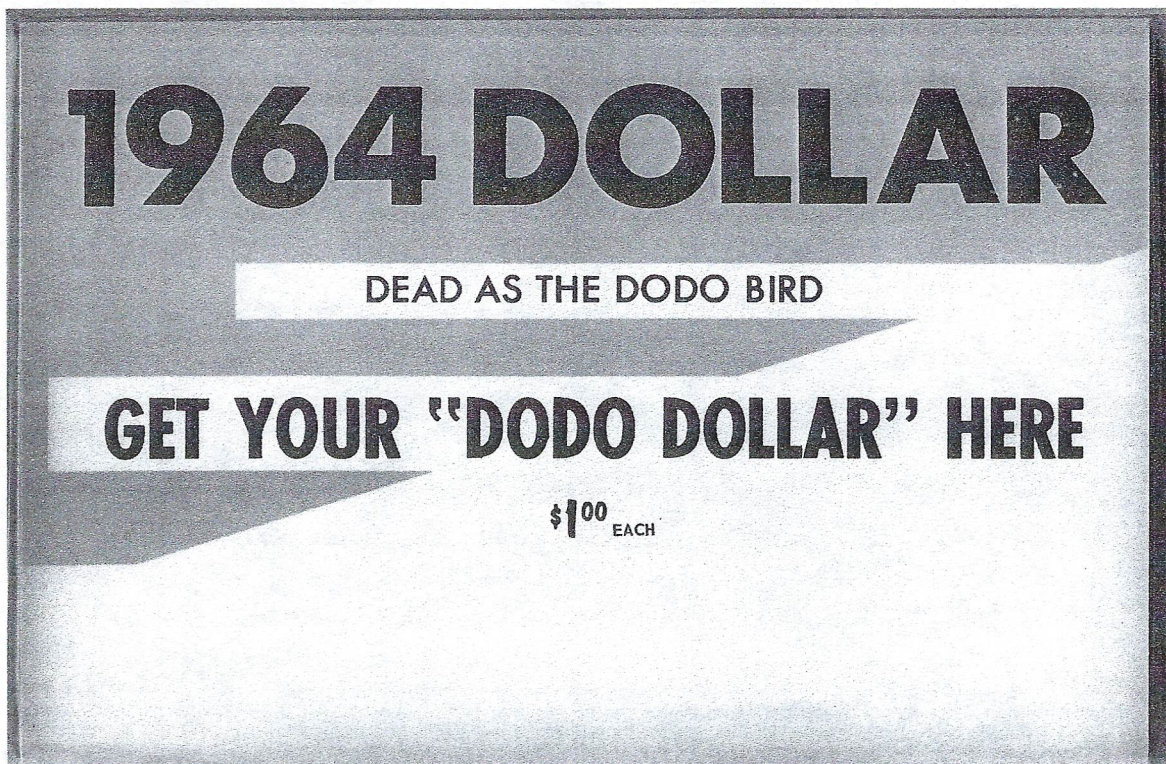
Few photographs of the line survive. Shown here are three of them. The shot of ladies about to board a car was taken circa 1910 at Landis Avenue and Ocean Avenue (now JFK Boulevard). The terminal building at Townsend's Inlet was photographed in 1923 after cessation of service but with double trolley tracks still in place; it is now used as J. P. Henry's restaurant. The forlorn looking abandoned car ended its days as someone's Depression-era dwelling as can be seen by the vents in the roof.

REFERENCES

Records in the New Jersey State Archives, Transportation Corporation Files, circa 1816-1950s, Box 25, File 348.
 Robert A. Stanton, "The New Jersey Rapid Transit Company," Crew Caller (published by West Jersey Chapter, National Railway Historical Society, Box 647, Palmyra, N. J.), March 1994.
 "Will Try to Run City's Trolley System," Cape May County Times, June 22, 1917.
 I would like to thank Mike Stafford, president of the Sea Isle City Historical Society, for providing information and photographs for this article.



BU 1964 DODO DOLLARS



1964 DODO dollars from the 1964 Presidential election between LBJ and Barry Goldwater. Made by a teenage college student that felt LBJ's campaign promises of pulling out of Vietnam and issuing a Silver US coin were lies felt he had to do something about it, so he made this political satirical medal. The total mintage of this medal is only 3000 pieces, 1/2 were sold prior to the election and the others fell victim to a robbery. It's a beautiful nickel-steel medal measuring 1 3/8". The DODO dollars are \$ 10.00 each or 3 for \$ 25.00. The original cards are \$ 10.00 each or 3 for \$ 25.00. Add \$ 3.00 shipping. Insurance is optional at an additional \$ 1.65. I'm not responsible for uninsured items.

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DEMOCRATIC WILD CAT MONEY.
(From Glazier-Democrat Oct 25th, 1892.)

THIS NOTE IS A LEGAL TENDER FOR ALL DEBTS NOT DUE OR CONTRACTED IN 1892. 1892

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Oct 21st - 1892.

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DEMOCRATIC NATIONAL PLATFORM 1892. See S. W. note
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